

Region V Passenger Transportation Plan

March 2007

Revised July 2007

Revised March 2008

Revised April 2009

Revised April 2010 (Draft)

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I. INTRODUCTION and PROCESS DISCUSSION

The Safe Affordable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all programs which received from the following Federal Transportation Programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute program and Section 5317 New Freedom Program.

In order to fulfill this requirement the state of Iowa requires Iowa's 9 Metropolitan Planning Organizations (MPOs) and 18 Regional Planning Affiliations (RPAs) to develop Passenger Transportation Development Plans (PTDP). PTDPs are an Iowa creation which incorporate federal requirements for coordinated planning, as well as address needs-based project justification for all transit programs. The Iowa DOT directs this passenger transportation planning program with financial assistance provided by the Federal Transit Administration and the Federal Highway Administration. PTDPs will cover a minimum five (5) year period and provide a discussion of transportation needs including recommended projects for local Transportation Improvement Programs (TIP).

Coordinated planning in Region V began with the Mobility Action Plan Regional Workshops held in 2006. 15 workshops were held around the state. Region V held their workshop on June 16, 2006 in Fort Dodge. Twenty two people attended the meeting representing 16 different organizations. Represented were Calhoun County General Assistance, Domestic/Sexual Assault Outreach Center, Elderbridge Agency on Aging, Governors Disabilities Alliance, Hamilton County Social Services, Head Start, Iowa Department of Transportation, Linking Families and Communities, MIDAS Council of Governments, Dodger Area Rapid Transit, Rabiner Treatment Center, Trinity Regional Medical Center, United Way, Upper Des Moines Opp. Inc., Webster County Disabilities Alliance and Workforce Development.

At the MAP meeting in Fort Dodge individuals volunteered to serve on the region's Mobility Action Plan Transportation Advisory Group (MAPTAG). This group will help identify the transportation needs in the region and help identify what transportation projects have priority. This group will provide information for and review the regions Passenger Transportation Development Plan which will serve as the plan needed for Section 5310, Section 5316 and Section 5317 funding.

In the past representatives from DART, Elderbridge Agency on Aging, Hamilton County Social Services, Head Start, Iowa DOT, Linking Families and Communities, MIDAS RTA, Trinity Regional Hospital, Upper Des Moines Opportunities Inc. Webster County Disabilities Alliance, Webster County Health Department, Workforce Development and Wright County Transit have participated in the MAPTAG meetings. A list of all the persons/agencies invited to the MAPTAG meetings and mailed PTDP information is listed below.

REGION V MAPTAG REPRESENTATIVES

Bartlett	Colleen	Wright County Transit
Brown	Kay	Head Start
Clayton	Charles	DSAOC / Urban Dreams
Clayton	Mike	Iowa DOT
Erickson	Barb	Elderbridge Agency on Aging
Georg	Dianna	Upper Des Moines Opp. Inc
Hagey	Laurie	United Way
Hayes	Ken	Webster County Disabilities Alliance
Helgevold	Shirley	MIDAS Council of Governments
Heller	Tim	Rabiner Treatment Center

Hubbard	Heather	Domestic / Sexual Assault Outreach Center
Johnson	Michele J.	Trinity Regional Medical Center
Kamerer	Jay	DART
Kreamer	Gregg	Workforce Development
Lentsch	Marcie	Linking Families and Communities
Lindner	Brittany	Upper Des Moines Opp. Inc
Schoafstall	Brandon	Rabiner Treatment Center
Tacsati	Fia	DISAOC
Vogel	Annette	Calhoun County General Asst.
Weinschenk	Kenric	Hamilton County Social Services
Weldon	Cliff	MIDAS Council of Governments

Information for the PTP is gathered from Human Service Providers which attend the MAPTAG meetings, from the Region V Transit Subcommittee, the DART and MIDAS Regional transit systems, meetings with county human service groups and various surveys.

In FY 2010 the MAPTAG met August 20, 2009 and March 25, 2010. In August only 3 representatives attended representing Region V RPA, DART/RTA, and Workforce Development. At the March 2010 meeting there were seven representative's present representing DART, Elderbridge Agency on Aging, Head Start, LifeWorks, MIDAS, MIDAS RTA and Workforce Development. MIDAS RTA/DART also participates in the monthly human service providers meetings. The MIDAS Transportation Advisory Committee meets monthly to discuss transit issues.

Once a draft of the PTP is completed copies are sent to over 25 transit, human service providers, and private for profit entities. The PTP is then reviewed at a MAPTAG meeting. Once the MAPTAG has been approved the PTP a public meeting is held to receive comments on about the plan. Notices of the public meeting is put in the newspaper and sent to various interested entities and individuals. The draft PTP is then sent to the MIDAS Executive Committee including the Transit Subcommittee. Once approved by the MIDAS Executive Committee the PTP is then sent to IDOT for acceptance.

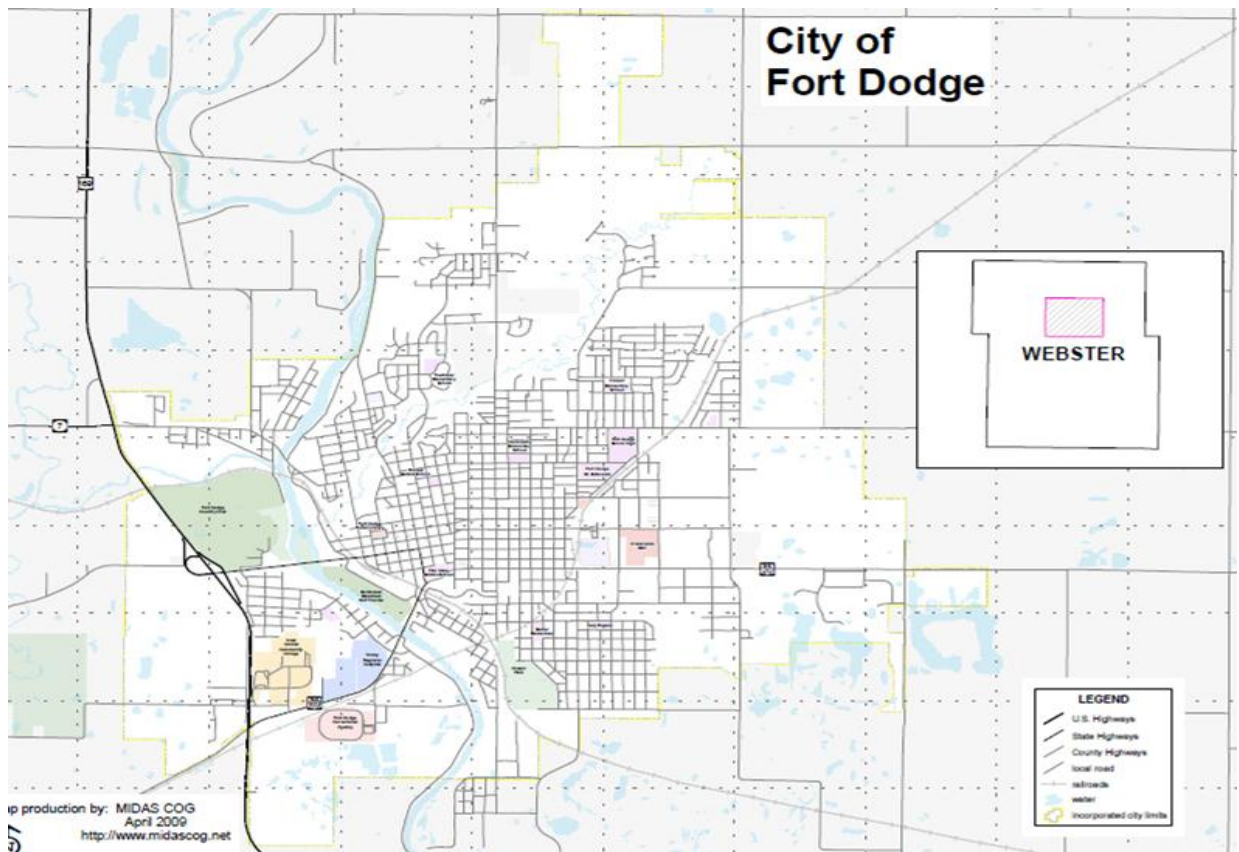
II. INVENTORY

A. Public Transit Providers

There are three public transit providers in Region V. Dodger Area Rapid Transit (DART), the MIDAS Regional Transit Authority and Wright County Transit.

1. DART

Dodger Area Rapid Transit is a small urban system provided by the City of Fort Dodge. The City of Fort Dodge contracts with MIDAS Council of Governments to administer the DART service. As DART is operated by MIDAS, DART has no employees, all employees are provided by MIDAS. DART operates within the city limits of Fort Dodge.



DART provides fixed route, paratransit, intercity bus, and contract services. According to DART's End of the Year Report 18% of the rides provided in FY 2008 were to elderly riders and 32% of the rides were to disabled persons.

There are seven fixed routes that operate within the corporate limits of Fort Dodge. This service is available to everyone who wishes to use the service. Fixed routes times of operation are generally from 7:00 AM to 6:00 PM however different routes operation hours may vary.

Route #1 – Community College/Riverside

7:00 AM – 5:30 PM varies

Serves the southwest corner of Fort Dodge to Trinity Regional Hospital, Friendship Haven Nursing Home, Iowa Central Community College, Westridge Town homes, Riverside Elementary School, and Fair Oaks Middle School.

Route #2 – Hillcrest

7:00 – 8:00 AM and 2:00 – 5:00 PM runs on the half hour.

Serves northwest Fort Dodge, Corpus Christie Church, Hawley Lions Park, Palace Park residential, Hawkeye and 2nd Street NW, and Fort Dodge Public Library.

Route #3 – Expo Pool/North 15th Street

7:00 – 4:30 PM varies

Serves North Central Fort Dodge to include Phillips Middle School, Floral Avenue, Village Green residential, Williams Drive and 14th Avenue, Expo Pool, Feelhaver Elementary School, Corpus Christie Church, and Reynolds Park.

Route #4 – High School/Cooper

7:00 AM- 5:00 PM varies

Serves northeast/east central Fort Dodge to include Family Video, St Edmonds Catholic School, Fort Dodge Senior High School, Knollcrest area, Cooper School, and Duncombe School.

Route #5 – Pleasant Valley/Oleson Park

7:00 AM – 5:30 PM varies

Serves southeast Fort Dodge to include Pleasant Valley, Oleson Park, Butler Elementary School, 7th Avenue South and S 17th Street, St. Paul Lutheran School, Sacred Heart Church, and the Gordon Willard Alternative School.

Route #6 – Crossroads Center/Highland Park

7:00 AM – 5:00 PM varies

Serves east central Fort Dodge to include the Crossroads Mall, Wal-Mart, Target, Hy-Vee, Holy Rosary Church, Sacred Heart Church, St. Paul Lutheran School and Church, the Blanden Art Gallery, and the Gordon Willard Alternative School.

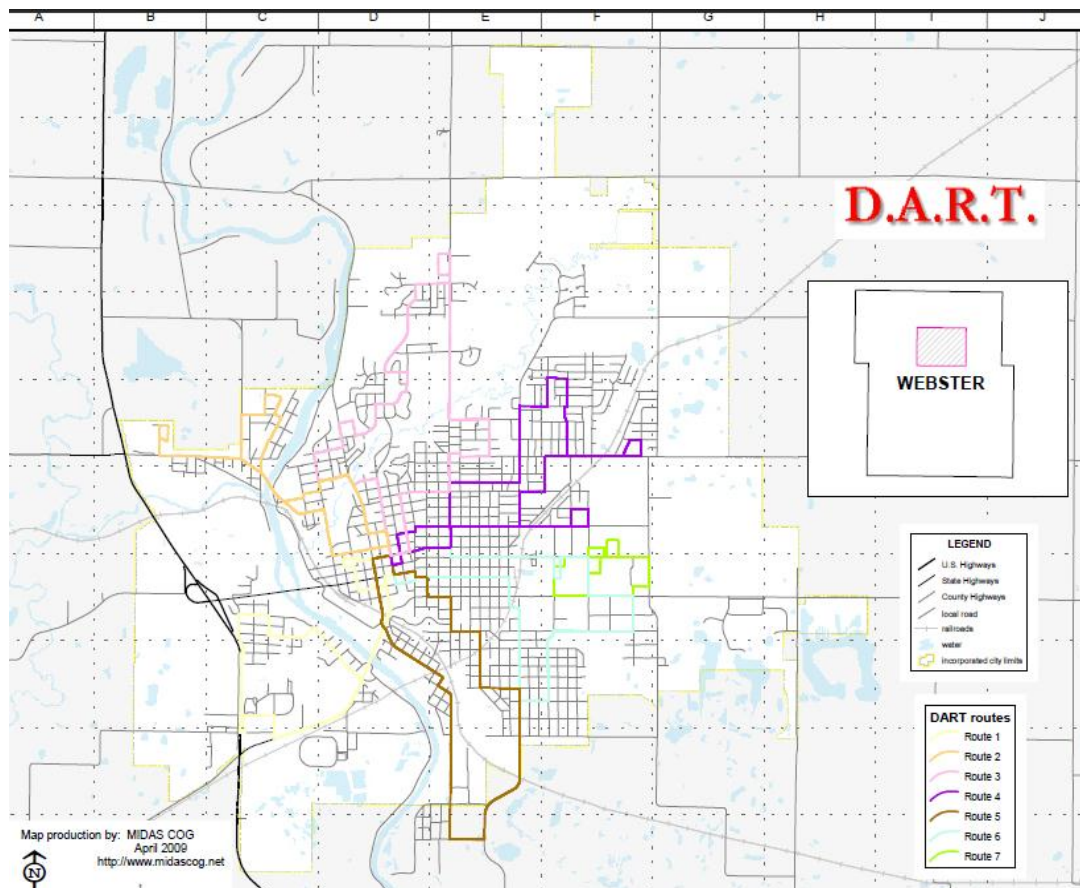
Route #7 – ICCC Shuttle

7:00 AM – 5:00 PM varies

Loops around ICCC Campus

All routes meet on the hour and/or half hour at the central transfer point of 8th and Central.

DART ROUTE MAP



Para transit service also operates within the corporate limits of Fort Dodge and is available to those who qualify. To qualify the individual's doctor must complete a form provided by DART. Paratransit services are available 6:45 AM to 6:00 PM, Monday through Friday and 8:00 AM to 12:00 PM on Saturdays. Passengers must schedule service 24 hours in advance. Approximately 17% of DART's total ridership is from paratransit.

The intercity bus service is available 5 days/week, 52 weeks per year. A bus leaves once a day from the DART terminal and goes to the Boondocks where the DART bus meets up with a Jefferson Line bus that will take the passenger on to their destination. The bus will then bring any passengers that were on the Jefferson Line bus that want to go to Fort Dodge. Anyone who purchases a ticket may ride the DART intercity bus. Upon request the bus will serve Webster City. Service to the Boondocks is provided on a handicapped accessible bus. The Jefferson Lines also provides handicapped accessible services.

DART provides services to YOUR Inc. to take children to and from Head Start Preschool. YOUR Inc. provides the buses and the list of clients. DART sets up the routes, provides the driver and maintains the buses. This service is provided during the school year and is open to the public.

DART also provides other contract services to Foster Grandparents, various nursing homes, and United Way.

DART fares are listed below:

	Adult	Student	Senior
Fixed Route	\$1.25	\$.75	\$.75
Paratransit	\$2.50	\$2.50	\$2.50
Monthly Passes	\$55.00	\$33.00	\$33.00
Mileage Service	\$1.26/mile		
Hourly Service	\$25.70/hour		

All DART buses are property of the City of Fort Dodge. In FY 09 DART reported 306,779 vehicle miles. Ages of the buses range from 1985 to 2008. All DART buses are handicapped accessible. A complete inventory of DART buses is listed below.

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	ADA
FD27	1994 Thomas	MDB	M32	Y
FD33	1997 ELF	MDB	M28	Y
FD34	1997 ELF	MDB	M28	Y
FD37	1985 Trolley (used)	TM		Y
FD38	1999 Low Trans	MDB	M28	Y
FD40	2001 International Supreme	MDB	M32	Y
FD41	2001 International Supreme	MDB	M32	Y
FD42	2001 International Supreme	MDB	M32	Y
FD43	2002 Chevy	MV		Y
FD44	2002 Ford Eldorado	LDB	176	Y
FD45	2003 Ford Champion	LDB	176	Y
FD46	2003 Ford Champion	LDB	176	Y
FD48	2005 Ford Supreme Startrans	LDB	158E	Y
FD49	2005 Ford Supreme Startrans	LDB	176	Y
FD50	2005 Ford Supreme Startrans	LDB	176	Y

FD51	2005 Ford Supreme Startrans	LDB	176	Y
FD53	2007 Ford	MPT		Y
FD54	1993 Gillig Phantom	MDB	M32	Y
FD55	2008 Chevy Supreme	MDB	M32	Y
FD56	2008 Chevy Supreme	MDB	M32	Y

DART's ridership has seen increases each year however since 2008 ridership has started to decline. FY 2009 ridership declined 22%. While overall ridership declined in 2009 the elderly ridership increased 9% after seeing a decline in 2008.

Year	Total Rides	Para-transit	Elderly Rides	Disabled Rides
2004	216,297	28,287	34,513	36,550
2005	230,584	24,746	31,234	57,507
2006	232,007	34,742	42,419	60,842
2007	240,319	40,923	45,594	39,795
2008	231,727	49,196	40,932	73,471
2009	179,779	18,816	44,819	45,619

Operating expenses have seen a decrease from FY 08 to FY 09 most can be attributed to a decrease in service due to day cares and human service providers purchasing their own vehicles to transport their clients.

YEAR	Revenue	Expenses
2008	\$1,074,646	\$1,039,004
2009	\$1,065,525	\$1,007,565

2. MIDAS RTA

The MIDAS Regional Transit Authority (RTA) is a regional system provided. The system is run by MIDAS Council of Governments. The system area covers Calhoun, Hamilton, Humboldt and Pocahontas counties.

The RTA provides demand response service to any individual in Calhoun, Hamilton, Humboldt, and Pocahontas counties. The rider is asked to schedule their trip 24 hours in advance, although limited same day service is available. The individual will be picked up where requested and taken to the destination requested within the City/County of origin. MIDAS has 7 full time administrative staff, 6 part time administrative staff, 3 full time mechanics, 15 full time drivers and 36 part time drivers.

Operation hours vary by county. Hours of operation are listed below:

Calhoun County: 6:45 AM – 6:00 PM, Monday through Friday
Hamilton County: 5:30 AM – 5:00 PM, Monday through Friday
Humboldt County: 6:00 AM – 6:00 PM, Monday through Friday
Pocahontas County: 7:00 AM – 4:00 PM, Monday through Friday

MIDAS RTA also makes transportation services available on a contract basis at nights and weekends. Dispatchers, drivers, mechanics and administrator are available during the regular transit hours.

Fare charges in the region are the same for all counties.

RTA Fare Structure

	Adult	Student	Senior
Demand Response	\$2.50	\$2.00	\$2.00
Monthly Passes	\$55.00	\$33.00	\$33.00
Mileage Service	\$1.45/mile		
Hourly Service	\$25.70/hour		

MIDAS owns approximately 42 buses and minivans of these 36 are used by the RTA and 6 are used by Wright County. Ages of the buses vary from 1984 to 2009. In FY 09 the RTA ran approximately 434,251 inventory miles. All MIDAS RTA buses are handicapped accessible. A complete inventory of MIDAS buses is listed below.

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	ADA
00-1	2000 Ford Eldorado	LDB	176	Y
00-2	2000 Ford Eldorado	LDB	176	Y
00-3	2000 Ford Eldorado	LDB	176	Y
00-4	2000 Ricon Chevy Venture	MV		Y
01-3	2002 Chevy Venture	MV		Y
02-1	2002 Ford Eldorado	LDB	176	Y
02-2	2002 Ford Eldorado	LDB	176	Y
02-3	2002 International Supreme	MDB	M32	Y
03-1	2003 Champion	LDB	158	Y
05-1	2005 05 Ford Supreme Startrans	LDB	176	Y
05-2	2005 05 Ford Supreme Startrans	LDB	158	Y
05-3	2005 05 Ford Supreme Startrans	LDB	158	Y
05-4	2005 05 Ford Supreme Startrans	LDB	176	Y
05-5	2005 05 Ford Supreme Startrans	LDB	158	Y
05-6	2005 05 Ford Supreme Startrans	LDB	176	Y
05-7	2005 05 Ford Supreme Startrans	LDB	176	Y
06-1	2006 Ford Supreme LD Bus	LDB	158	Y
06-4	2006 Light Duty Bus	LDB	176	Y
06-5	2006 LD Bus, 14 Passenger	LDB	176	Y
06-6	2006 Ford Supreme E450	LDB	176	Y
08-1	2008 Chevy	MV		Y
08-2	2008 Ford Eldorado	LDB	158	Y
08-3	2008 Ford Supreme	LDB	176	Y
08-4	2009 Ford Eldorado	LDB	158	Y
08-5	2009 Ford Supreme	LDB	176	Y
09-1	2009 Ford Areoch	LDB	176	Y
09-4	2009 Fort Eldorado	LDB	176	Y
09-5	2009 Fort Eldorado	LDB	176	Y
09-6	2009 Fort Eldorado	LDB	176	Y
09-7	2009 Fort Eldorado	LDB	176	Y
09-8	2009 Fort Eldorado	LDB	176	Y
84-1	1984 Ford	LDB	138	Y
97-4	1997 ELF	MDB	M28	Y
98-4	1998 Goschen	LDB	176	Y

Since 2007 ridership has shown a 9% increase, much of that increase has come from elderly riders. Each ride averages approximately 2 miles.

YEAR	Total Rides	Elderly Rides	Disabled Rides
2007	212,273	46,397	43,877
2008	216,172	49,233	93,841
2009	231,236	61,191	92,435

Operating expenses have increased from FY 08 to FY 09 this is attributed to

Year	Revenue	Expenses
2008	\$1,009,647	\$961,322
2009	\$1,067,424	\$1,048,643

3. Wright County Transit

MIDAS provides the buses and bus maintenance. Wright County runs a Demand Response service. Services are provided Monday through Friday from 8:00 AM to 4:00 PM. Wright County sub-contracts out to the cities of Clarion and Eagle Grove to provide public transit within their city. In FY 2009 Wright County provided 29,126 rides and 91,351 revenue miles, an average of 3 miles per ride.

City of Clarion – Provides transit service to the residents of the City of Clarion through a contract with Wright County. Service area is the city limits. Hours of operation are from 8:00 AM to 4:00 PM Monday through Friday. There are 2 full and part-time administrative personnel and 3 part-time drivers. The City has one minivan provided by MIDAS. Costs are \$2.00 per person. Service is provided under contract with Wright County Transit.

City of Eagle Grove – Provides transit service to the residents of the City of Eagle Grove through a contract with Wright County. Service area is the City of Eagle Grove and Goldfield. Hours of operations are from 9:00 AM to 4:00 PM Monday through Friday. Eagle Grove has one part-time administrative person and 2 part-time drivers. The City has one minivan provided by MIDAS. Costs are \$1.50 per person picked up in Eagle Grove.

MIDAS provides the buses to Wright County and provides bus maintenance. Wright County uses 6 buses, all of which are handicapped accessible.

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	ADA
01-2	2002 Chevy Venture	MV		Y
01-3	2002 Chevy Venture	MV		Y
06-2	2006 FORD Supreme Startrans	LDB	176	Y
06-3	2006 FORD Supreme Startrans	LDB	176	Y
09-2	2009 Ford Areoch	LDB	176	Y
09-3	2009 Fort Eldorado	LDB	176	Y

Operating expenses have increased from FY 08 to FY 09 this is attributed to

Year	Revenue	Expenses
2008	\$150,905	\$134,110
2009	\$200,134	\$203,134

B. Private and Non-Profit Transportation Providers

Some of the information on providers was obtained through surveys. However most of those returning a transportation survey did not complete the inventory information. A majority of the information is what was known due to working with providers or observation. No mileage information was provided to MIDAS.

1. Bickford Cottage

This is a retirement facility that provides medical transportation for clients. This facility has at least one van. It is not known if the van is ADA accessible. DART provides some service to this facility.

2. Bird Dog Taxi

This is a for profit agency which provides service in the City of Webster City. This agency has only one automobile which is not ADA accessible.

3. Careage House

A nursing home which provides medical transportation to its residents. This facility has at least one van. MIDAS does not know if the van is ADA accessible. DART provides some service to this facility.

4. Childhood Discovery Center

The center provides transportation for field trips and to preschool/school for children using the day care. The day care has at least 5 fifteen passenger vans. MIDAS does not know if any are ADA accessible. DART used to provide service until the agency purchased vans.

5. Elderbridge Agency on Aging

Elderbridge funds transportation for seniors through existing transportation systems (MIDAS, NIACOG, and Region XII COG). They do not provide direct transportation. Trips funded by Elderbridge are for person 60 and over.

6. Foster Grandparents

Contracts with DART to provide transportation for clients to get from home to schools and back.

7. Friendship Haven

This is a nursing home which provides medical transportation to its residents. This facility has a handicapped accessible bus and a mini-van. DART provides some service to this facility.

8. Greenleaf Nursing Home

This is nursing home which provides medical transportation to its residents. This facility has at least one van. MIDAS does not know if the van is ADA accessible. It has been reported that this facility may close soon. DART provides some service to this facility.

9. Humboldt Workshop

The workshop provides some of their own transportation to clients using facility minivans which are not ADA accessible. MIDAS RTA does provide some transportation for clients to get from home to workshop and back.

10. Iowa Central Industries

ICI uses DART to provide transportation for clients to get from home to workshop and back.

11. Marion Home

A nursing home which provides medical transportation to its residents. This facility has at least one van which MIDAS does not know if it is ADA accessible. DART provides some service to this facility.

12. New Opportunities Inc.

New Opportunities provides transportation to Head Start children to the class room. New Opportunities contracts with MIDAS/DART to provide transportation services. Families pay nothing for this service.

13. Northwest Iowa Transportation Inc.

The company is private for profit charter provided. The company has not responded to inquiries but is known to provide touring services both in and out of the region. Buses are stored inside making it difficult to tell how many vehicles they have. MIDAS Northwest has at least 4 vehicles. It is unknown if any are ADA accessible.

14. Opportunity Living

Opportunity Living transports their handicapped clients in Lake City, Rockwell City, Calhoun County and surrounding areas. Hours of operations are from 8:00 AM to 4:30 PM Monday through Friday and as needed on the weekends. There is one full time administrative staff, 8 full time drivers and 5 part time drivers. Opportunity Living contracts with MIDAS to provide buses and one driver. Opportunity Living uses 6 ADA buses.

15. Pocahontas Hospital

The hospital contracts with MIDAS RTA to provide transportation to clients of the hospital Monday through Friday.

16. Retired and Senior Volunteer Program (RSVP)

RSVP Provides transportation to medical appointments through volunteers in the volunteer's automobile. Services provided to low income, senior citizens and DHS clients in Hamilton and Wright Counties. Service is provided Monday through Friday. RSVP has 2 employees and 40 volunteer drivers.

17. St Paul Church

The church contracts with DART to provide service to members to take them to and from church on Sundays.

18. Tracy's Tots Day Care

Provides transportation for field trips and to preschool/school for children using the day care. The day care has at least 2 fifteen passenger vans. MIDAS does not know if the vans are ADA accessible.

19. Union Taxi Cab

This is a for profit agency that provides service in the City of Fort Dodge. The agency has at least 2 cars which are not ADA accessible.

20. Upper Des Moines Opportunity Inc

Upper Des Moines provides gas vouchers and bus tokens to those who qualify in Webster County.

21. Villa Care Center

The Villa uses DART to provide transportation to medical appointments for clients.

C. School Transportation

Below are the school districts in the MIDAS region. Each school district provides school transportation for district schools.

Agency	Yellow Buses	Small Vehicles
Belmond-Klemme	11	7
Clarion-Goldfield	14	5
Dows	4	3
Eagle Grove	13	7
Fort Dodge	40	9
Gilmore City – Bradgate	4	5
Humboldt	14	4
Laurens-Marathon	8	2
LuVerne	4	1
Manson Northwest Webster	14	6
MIDAS	2	0
Newell-Fonda	9	4
Northeast Hamilton	8	3
Pocahontas Area	14	6
Pomeroy-Palmer-3	6	5
Prairie Valley	16	7
Rockwell City-Lytton	11	8
Southern Cal	9	0
South Hamilton	15	9
Southeast Webster	15	2
St. Edmond Catholic	3	0
Stratford	5	3
Twin Rivers	5	3
Webster City	18	0

D. No Transportation Services

Below are entities that through the survey indicated they did not provide Transportation Services.

1. Humboldt Care Center North – Does not provide transportation services. MIDAS RTA does provide some services.
2. Manson Senior Citizens Center – Does not provide transportation services.

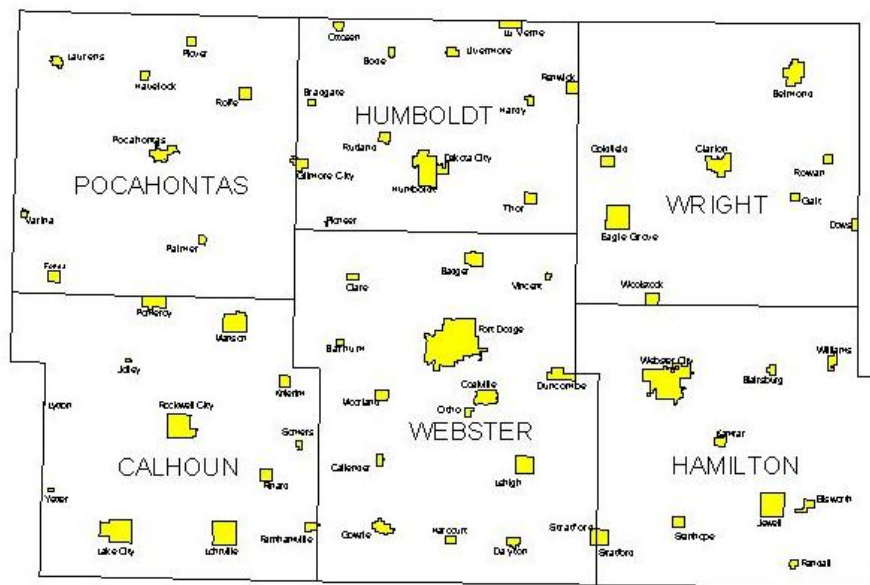
3. Webster County Disabilities Alliance - Does not provide transportation services. MIDAS RTA does provide some services.
4. Webster County Health Department - Does not provide transportation services.
5. Pocahontas Manor Care Center - Does not provide transportation services.
6. Trinity Regional Medical Center - Does not provide transportation services. DART does provide some services

III. NEEDS AND GAP ANALYSIS

A. Regional Profile

1. Population

Region V includes the counties of: Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright. Together these six counties cover an area of 3,459 square miles. The region consists of 61 cities, only six have a population of 2,500 or greater with the largest being Fort Dodge with a population of 25,136.



Since 1990 Region V has seen a population decrease of 1,306 (1.3%). Hamilton County's population increased 2.3% and Wright County's population increased .5% however, the remaining counties saw population decrease with the largest decrease being Pocahontas County at -9.1%. Five of the six counties in the region had at least one city where the population increased. Out of 61 cities in the region, twenty-six cities had population increases (see Population Chart below). According to Woods and Poole Region V's population is expected to decrease an additional 5% in 2010.

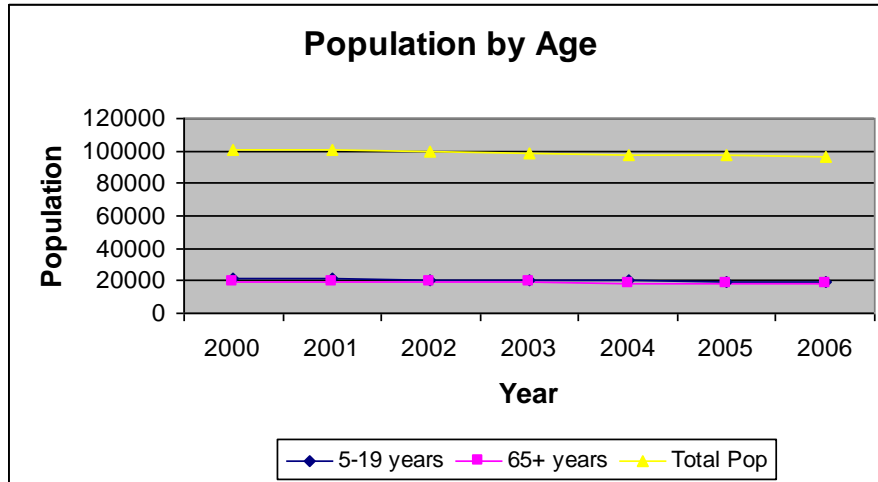
REGION V POPULATION CHANGE

Area	Population		Numeric Change	Percent Change
	2000	1990		
Calhoun County	11,115	11,508	-393	-3.4%
Farnhamville (pt.)	430	414	16	3.9%
Jolley	54	68	-14	-20.6%
Knierim	70	71	-1	-1.4%
Lake City	1787	1,841	-54	-2.9%
Lohrville	431	453	-22	-4.9%
Lytton (pt.)	37	42	-5	-11.9%
Manson	1893	1,844	49	2.7%
Pomeroy	710	762	-52	-6.8%
Rinard	72	71	1	1.4%
Rockwell City	2264	1,981	283	14.3%
Somers	165	161	4	2.5%
Yetter	36	49	-13	-26.5%
Balance of Calhoun County	3,166	3,751	-585	-15.6%
Hamilton County	16,438	16,071	367	2.3%
Blairsburg	235	269	-34	-12.6%
Ellsworth	531	451	80	17.7%
Jewell Junction	1239	1,106	133	12.0%
Kamrar	229	203	26	12.8%
Randall	148	161	-13	-8.1%
Stanhope	488	447	41	9.2%
Stratford (pt.)	720	679	41	6.0%
Webster City	8176	7,894	282	3.6%
Williams	427	368	59	16.0%
Balance of Hamilton County	4,245	4,493	-248	-5.5%
Humboldt County	10,381	10,756	-375	-3.5%
Bode	327	335	-8	-2.4%
Bradgate	101	124	-23	-18.5%
Dakota City	911	1,024	-113	-11.0%
Gilmore City (pt.)	298	319	-21	-6.6%
Hardy	57	47	10	21.3%
Humboldt	4452	4,438	14	0.3%
Livermore	431	436	-5	-1.1%
Lu Verne (pt.)	45	54	-9	-16.7%
Ottosen	61	72	-11	-15.3%
Pioneer	21	46	-25	-54.3%
Renwick	306	287	19	6.6%
Rutland	145	149	-4	-2.7%
Thor	174	205	-31	-15.1%
Balance of Humboldt County	3,052	3,220	-168	-5.2%
Pocahontas County	8,662	9,525	-863	-9.1%
Fonda	648	731	-83	-11.4%
Gilmore City (pt.)	258	241	17	7.1%

Havelock	177	217	-40	-18.4%
Laurens	1476	1,550	-74	-4.8%
Palmer	214	230	-16	-7.0%
Plover	95	101	-6	-5.9%
Pocahontas	1970	2,085	-115	-5.5%
Rolfe	675	721	-46	-6.4%
Varina	90	102	-12	-11.8%
Balance of Pocahontas County	3,059	3,547	-488	-13.8%
Webster County	40,235	40,342	-107	-0.3%
Badger	610	569	41	7.2%
Barnum	195	174	21	12.1%
Callender	424	384	40	10.4%
Clare	190	183	7	3.8%
Dayton	884	818	66	8.1%
Duncombe	474	488	-14	-2.9%
Fort Dodge	25136	25,894	-758	-2.9%
Gowrie	1038	1,028	10	1.0%
Harcourt	340	306	34	11.1%
Lehigh	497	536	-39	-7.3%
Moorland	197	209	-12	-5.7%
Otho	571	529	42	7.9%
Stratford (pt.)	26	36	-10	-27.8%
Vincent	158	185	-27	-14.6%
Balance of Webster County	9,495	9,003	492	5.5%
Wright County	14,334	14,269	65	0.5%
Belmond	2560	2,500	60	2.4%
Clarion	2968	2,703	265	9.8%
Dows (pt.)	570	560	10	1.8%
Eagle Grove	3712	3,671	41	1.1%
Galt	30	43	-13	-30.2%
Goldfield	680	710	-30	-4.2%
Rowan	218	189	29	15.3%
Woolstock	204	212	-8	-3.8%
Balance of Wright County	3,392	3,681	-289	-7.9%

2. Age

The 2000 Census indicates that 19% of the region's population is 65 or older while the State of Iowa's 65+ population is 14.9% indicating that Region Vs population is older than much of rest of the State. At the same time 21.6 % of the region's population was between the ages of 5 and 19 compared to 21.9% of the State of Iowa's. Census shows that the 5-19 year of age population in the region grew by 1% and the 65+ population declined by 4%.



3. Disabled

Eighteen percent of the region's population ages 5 and over are disabled just higher than the state average of 17%.

Disabled Population in Region V Ages 5 and Up

	TOTAL POPULATION	DISABILITY POPULATION	% POPULATION DISABLED
State of Iowa	2,686,760	446,665	17%
Calhoun	9,930	1,912	19%
Hamilton	15,184	2,561	17%
Humboldt	9,663	1,725	18%
Pocahontas	8,067	1,336	17%
Webster	35,518	6,477	18%
Wright	13,233	2,339	18%
REGION TOTAL	91,595	16,350	18%

4. Poverty

Approximately 9% of the region's population, as determined by census, is below poverty. 11% of the region's children under the age five are below poverty level while 6.6% of the persons 65+ are below poverty level.

Population for Whom Poverty was Determined

Area	Total	Below poverty	
		Number	Percent
Calhoun	10,471	1,054	10.1%
Hamilton	16,224	1,014	6.3%
Humboldt	10,177	843	8.3%
Pocahontas	8,475	771	9.1%
Webster	37,699	3,765	10.0%
Wright	14,007	987	7.0%
TOTAL	97,053	8,434	8.7%

B. Input

The Region V Mobility Action Planning Transportation Advisory Group (MAPTAG) reviewed the needs identified at the Regional Mobility Action Planning Workshop and the needs identified by surveys the MAPTAG conducted and determined that those same needs remain today in varying degrees.

- Lack of Funding/Resources
- Expanded hours/area/service
- Capital Expenditures to include: maintenance and replacement of agency facilities and vehicles, upgrade of fleets, surveillance cameras in vehicles, storage facilities for vehicles, Interactive Voice Response program for scheduling service.
- Transportation to non-emergency medical appointments in and out of the area.
- Lack of Volunteers
- Continued and improved coordination
- Affordability for everyone regardless of purpose for everyone
- Need for general safety and driver training

Since the survey information is from 2006 it has been decided that new surveys would be developed and taken. The Region V MAPTAG group is in the process of review surveys for Human Service entities to complete and for their clients to complete. MIDAS is in the process of surveying passengers of DART's fixed routes and then will survey DART's para-transit users and users of MIDAS RTA demand response service. It is the hope of the MAPTAG that the surveys will provide more insight into the transportation needs in the region.

C. Previously Recommended Projects

DART has applied for New Freedoms funding for providing paratransit service on Saturdays and on holidays where the fix route service is not running. Use of this service has (insert data). DART recently received New Freedoms funds to continue the service and expand the hours on Saturdays.

When gas prices were over \$3.00 employees of Electrolux in Webster City asked MIDAS to provide a shuttle service from Fort Dodge to Webster City and back for the first shift. This service has been running approximately one year. At the end of FY 09 MIDAS provided 11,060 rides under this program. MIDAS applied for JARC funding to keep the cost of this service down and has recently received a contract from IDOT for this service.

MIDAS also received funding from New Freedoms to provide rides from Calhoun, Hamilton, Humboldt and Pocahontas Counties to Trinity Regional Hospital in Fort Dodge once a week. MIDAS just received a contract for this funding and now is in the process of getting this service started.

D. Recent Developments

When gas prices went over \$3.00 employees of one of the major employers in the region, Electrolux contacted the MIDAS RTA about starting a shuttle. Electrolux is located in Webster City, Iowa and the employees live in Fort Dodge, Iowa a twenty minute drive. MIDAS established a shuttle and applied for JARC funds to assist with funding. Now Electrolux has announced that they are going to close in 2011.

Electrolux originally had over 2,000 employees but have been laying off employees over the past couple of years. In 2011 over 800 employees that are still working will be laid off. MIDAS is working with Iowa Central Community College (ICCC) to explore the possibility of providing a shuttle from Webster City to ICCC in Fort Dodge to attend re-education courses being provided

by ICCC for the laid off employees. If a shuttle is feasible then MIDAS will apply to IDOT for JARC funding for such a service.

The downturn to the economy has effected everyone. In Region V many cities and counties are looking for places to cut funding and many do not look at transit as a necessity and may cut the support they provide to the MIDAS RTA. One city has already cut their funding for transit. Should MIDAS RTA see large cuts the RTA will have to explore services that can be reduced.

DART has experience a decline in ridership. From FY 2007 to FY 2008 ridership decreased over 3.5 percent. More than 22% decrease was seen from FY 2008 to FY 2009. Decrease in ridership also results in a decrease in federal and state funding. Due to revenue decrease DART has had to reduce service. In the past DART has provided intercity bus service 365 days of the year. Due to reduction in revenues DART has cut out weekend intercity bus service. If revenues continue to decrease DART will have to look at reducing additional services.

Also, MIDAS has been informed that there is an interest in unionizing transit drivers, dispatchers and maintance workers. Depending on the results of the unionizing on the budget additional service reductions may be needed.

E. Service Needs

Those attending MAPTAG meetings have acknowledge that maintaining current transportation service is important as many of their clients use public transit.

Human service providers have mentioned the needs to provide transportation nights and weekends for their clients. In order to provide extended service the largest need would be funding. Additional drivers and buses would also be needed to provide expanded services.

Providing transportation to medical facility outside of individual counties and the region is also a need.

F. Management Needs

If MIDAS were to expand the transit hours in the region more drivers would be needed. MIDAS has had issues in the past with finding enough drivers, even in this time of increasing unemployment finding drivers that will work part time hours is a struggle.

With the use of intelligent transportation systems the need to keep updated computers is close to mandatory in order to operate the software. With decreases in revenues it is a struggle to find funds to replace computers in the dispatch office.

MIDAS has never had enough funds to budget for the necessary funds to market the transit programs. Surveys have shown that many people in the region do not know about the transit surveys provided.

G. Fleet Needs

Maintaining the current fleet of vehicles has always been a priority of MIDAS/DART. When MIDAS/DART loses buses due to maintenance, accidents, and age service has to be curtailed as there are only a couple of backup vehicles within the systems. MIDAS has a need for additional backup funds.

Additional buses will be needed if MIDAS is to expand services.

H. Facility needs

MIDAS has identified the need for bus storage facilities in the counties. MIDAS rents office facilities in every county and only owns the building located in Fort Dodge. Only one county currently stores their buses inside. Storing buses inside expands the life of the body of the bus and provides increased security. MIDAS would like to build facilities in Calhoun, Hamilton, Humboldt and Pocahontas counties where buses are housed.

I. Summarization

The MAPTAG identified possible projects that would satisfy the transportation needs identified. The MAPTAG realizes that not all the needs can be met without a substantial increase in funding. Based on information provided on unmet needs and transit system needs the MAPTAG has identified the following projects. Projects are not necessary in order of priority.

NEED	POSSIBLE SOLUTIONS
<p>Funding/Resources – (Lack of)</p> <ul style="list-style-type: none">• Need for additional dispatch and driver staff if extended and new services are offered.• Need to increase mileage reimbursement to volunteers and funding to provide the increase.• Need for increased financial assistance• Cost of service• Being able to assist with tokens or gas more frequently. Goes back to cost• Lack of Vouchers for Gas• Transportation for people who don't qualify for programs• Marketing funds to let people know what services are available.	<ul style="list-style-type: none">- Seeking new funding to increase driver pay and benefits for paid drivers and mileage reimbursement for volunteer drivers.- Storage in Fort Dodge for Head Start buses.- 22 passenger bus with CEW (child seat) seating for DART to use as backup bus for Head Start services.
<p>Expanded hours/Areas</p> <p>Expand Hours</p> <ul style="list-style-type: none">• Early morning service• Night service• Weekend Service• Holiday Service <p>Expand Area</p> <ul style="list-style-type: none">• Service in Webster County outside of Fort Dodge• Transportation to and from cities/counties outside of Fort Dodge• Expand service area beyond current area.• Extended service to particular sites. <p>Expand Service</p> <ul style="list-style-type: none">• Employment Service• Medical Service• Transportation on short notice.• Additional elderly service	<ul style="list-style-type: none">- Continuing to offer the weekend and holiday service provided for by DART in Fort Dodge.- Extend DART daily route and paratransit service one hour.- Provide a transit to work service from Fort Dodge to Webster City for Electrolux Employees.- Provide a route service from Pomeroy to the City of Manson.- Expansion of transit service to Webster County outside of Fort Dodge.- Expand regional transit service to cover Webster County other than the City of Fort Dodge.- Expand regional and DART transit service hours to 5:30 AM to 12:00 AM.- Expand regional and DART service to offer transit service on weekends.- Offer more frequent headways to DARTS current route service. Headways to be reduced to 15 minutes to 30 minutes.

<ul style="list-style-type: none"> • Service for children who do not qualify for the school bus program • Recreational service • Demand/response services are lacking 	Current Headways are 30 minutes to 2 hours.
<p>Capital Expenditures</p> <ul style="list-style-type: none"> • Maintenance/Replacement of agency facilities • Maintenance/Replacement of agency vehicles • Upgrade all vans in the fleet to Light Duty Buses. • Fitting all buses with surveillance cameras-security. • Storage facilities for buses in Humboldt, Webster City, Pocahontas, Calhoun and Wright Counties. • Installation of an Interactive Voice Response program • Security for DART and RTA facilities 	<ul style="list-style-type: none"> - Replacement of transit vehicles as reach useful life. - Building storage facilities in Calhoun, Hamilton, Humboldt, Pocahontas and Wright Counties for transit buses. - Installation of security cameras in transit facilities. - Storage in Fort Dodge for Head Start buses. 22 passenger bus with CEW (child seat) seating for DART to use as backup bus for Head Start services.
Transportation to non-emergent medical appointments in and out of the area.	<ul style="list-style-type: none"> - Expanding service in Wright County to include a route service from Wright County to the Mason City Hospital.
Volunteers – Lack of Volunteers	<ul style="list-style-type: none"> - Seeking new funding to increase driver pay and benefits for paid drivers and mileage reimbursement for volunteer drivers.
<p>Coordination – continue and improve</p> <ul style="list-style-type: none"> • Volunteers (time to coordinate) 	<ul style="list-style-type: none"> - Establish a regional Task Force to look at the feasibility of combining the out of region trips that are currently being provided.
<p>Affordability for everyone regardless of purpose for everyone</p> <ul style="list-style-type: none"> • No cost service • Money • Lack of funds to support transportation services 	
<p>Training</p> <ul style="list-style-type: none"> – Drivers – General safety 	<ul style="list-style-type: none"> – Install backup systems in buses.

IV. FUNDING

A. DART

Following is a list of federal, state and local funds available to include the amount DART will receive from the programs.

1. Federal Programs

- a. Section 5303 Metropolitan Planning Program - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

It is not anticipated that DART will receive these funds.

- b. Section 5304 Statewide Planning Program - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. By law, the state is the direct recipient of the funding. Iowa uses these funds, along with Planning Affiliations 5311 funds set aside specifically for planning, to support a system of Regional (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

It is not anticipated that DART will receive these funds.

- c. Section 5307 Urbanized Area Formula Program - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Campus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. (Sioux City also receives funding from

the Nebraska and South Dakota Governor's Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (usually sometime from October to December).

It is not anticipated that DART will receive these funds.

- d. Section 5309 Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rollingstock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

DART has identified \$691,122 in capital projects. Matching funds for capital projects is provided by MIDAS and the City of Fort Dodge.

- e. Section 5310 Special Needs Program – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Development Plan (TPDP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public.

(Complementary ADA paratransit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area.)

It is not anticipated that DART will receive these funds.

- f. **Section 5311 Non-urbanized Area Formula Program** – This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation planning and programming process conducted through the regional planning affiliation. OPT provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTDP) and the regional Transportation Improvement Program (TIP).

The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that

urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

Funding from this program to DART for FY 2011 is calculated to be \$290,877.

- g. Section 5311(b)(3) Rural Transit Assistance Program (RTAP) – This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

Funding from this program to DART for FY 2011 is estimated to be \$2,600.

- h. Section 5311(f) Intercity Bus Assistance Program - A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category 1.
- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of

approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

Funding from this program to DART for FY 2011 is calculated to be \$7,500 in Category 3. Matching funds comes from Jefferson Lines.

- i. Section 5316 Job Access and Reverse Commute Program (JARC) – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

It is not anticipated that DART will receive these funds.

- j. Section 5317 New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. "New" is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

Funding from this program to DART for FY 2011 is estimated to be \$4,500. Funds to match this project will come from MIDAS/DART.

- k. Iowa Clean Air Attainment Program (ICAAP) –This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

It is not anticipated that DART will receive these funds.

- l. Surface Transportation Program (STP) – This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning

agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

It is not anticipated that DART will receive these funds for FY 2011.

- m. Over-the-Road Bus Accessibility Program (OTRB) – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

It is not anticipated that DART will receive these funds for FY 2011.

2. State Programs

The State of Iowa currently offers six programs providing financial assistance to public transit systems.

- a. State Transit Assistance (STA) – All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

Funding from this program to DART for FY 2011 is estimated to be \$164,332

- b. STA Special Projects - Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The Coordination Special Projects are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

It is not anticipated that DART will receive these funds.

- c. Public Transit Infrastructure Grants – In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

It is not anticipated that DART will receive these funds.

- d. Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980’s with funds from Iowa’s share of the federal government’s petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

It is not anticipated that DART will receive these funds.

3. Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

- a. Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

This DART Funding for FY 2011 is estimated to be \$120,000

- b. Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

This DART Funding for FY 2011 is estimated to be \$95,000

- c. Municipal Transit Levy – Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa's larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system. (This is something that can be implemented with a simple vote from the city council).

This DART Funding for FY 2011 is estimated to be \$209,000

DART receives funding for operating from the federal and state governments and from the City of Fort Dodge. The City of Fort Dodge also provides the match for capital projects. Presently the only funding received from human service groups are those DART receives from contracts for service most of which have been in place for more than 5 years. It is expected that the contract with Head Start will be discontinued as DART has to charge full cost since the Head Start Board wishes the service to be restricted to their clients.

B. RTA

RTA expects to receive the following funding in FY 2010.

2. Federal Programs

- a. Section 5303 Metropolitan Planning Program - This is a FTA program to support planning activities in metropolitan areas on an 80% federal, 20% non-federal basis. By law, the state is the direct recipient of the funding. In Iowa, these funds are administered by the Iowa DOT's Office of Systems Planning and are distributed to each

of the state's Metropolitan Planning Organizations (MPOs). Annual allocations of 5303 funds are based on a formula that distributes 1/3 of the funds based on the 1990 urban area population, 1/3 based on the 2000 urban area population and the last 1/3 is equally distributed. The 5303 funds are administered jointly with Metropolitan Planning "PL" funds available through the Federal Highway Administration as part of a Consolidated Planning Grant. The 5303 and PL funds can support any MPO costs related to intermodal transportation planning activities for the urbanized area.

It is not anticipated that RTA will receive these funds.

- b. Section 5304 Statewide Planning Program - These funds are intended to support transit planning in addition to what is conducted by the individual MPOs. By law, the state is the direct recipient of the funding. Iowa uses these funds, along with 5311 funds set aside specifically for planning, to support a system of Regional Planning Affiliations (RPAs). The RPAs are responsible for local intermodal transportation planning in areas of the state not included in a Metropolitan Planning Organization. Iowa DOT's Office of Systems Planning serves as the direct recipient of these funds. The combined 5304 and 5311 planning funds are allocated among the state's 18 RPAs based on half of the funds being evenly distributed among the RPAs, 25% distributed on the basis of population and 25% on the basis of the number of counties within the region.

Waiting on IDOT for numbers (2010 \$57,256 include SPR funds). Match for these funds come from MIDAS.

- c. Section 5307 Urbanized Area Formula Program - This is a federal program for support of urban transit systems serving communities with more than 50,000 population.

In all urbanized areas, 5307 funds can be used for capital improvements, including preventive maintenance activities, or planning activities on an 80% federal, 20% non-federal basis. Purchase and installation of special equipment or features required by the Americans with Disabilities Act or the Clean Air Act Amendments, and certain bicycle accommodation projects are eligible for 90% federal assistance. FTA has allowed revenue vehicles with required ADA and clean air equipment to be purchased at a blended participation rate of 83% federal, 17% non-federal.

Transit systems may use up to 10 percent of their total 5307 funds to pay for ADA paratransit costs on an 80% federal, 20% non-federal basis. Each area over 200,000 population receives its own 5307 allocation directly from FTA. The allocations are based partially on population and population density, and partially on performance factors, including passenger miles of service provided.

Each state receives a single allocation of 5307 funds for use in the smaller urbanized areas (with population from 50,000-200,000). This 'Governor's Apportionment' includes a base allocation calculated strictly on population and population density of the state's communities in that size range, plus a "growing states" allocation, based on projected population growth. There is also now a "small transit intensive cities" tier that provides additional funding if any of the small urbanized areas in the state exceed the average performance of the larger communities across the nation on one or more of six specified performance measures. The state is responsible for deciding how 5307 Governor's Apportionment funds are distributed. Ames, University of Iowa's Campus, Cedar Rapids, Coralville, Dubuque, Iowa City, Sioux City, and Waterloo all receive funding from the Iowa Governor's Apportionment. (Sioux City also receives funding from the Nebraska and South Dakota Governor's Apportionments.) In addition to capital and planning uses, funding for these smaller urbanized areas can also be used to support

operating deficit. Funds for operating support must be matched by non-federal funds (other than passenger revenues) on a dollar-for-dollar basis.

The Iowa DOT determines the allocation of the 5307 Governor's Apportionment funds after the federal appropriation process is completed (usually sometime from October to December).

It is not anticipated that RTA will receive these funds.

- d. Section 5309 Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. All public transit systems are eligible for these funds. Public agencies may receive these funds directly. Private non-profit transit agencies may not apply directly, but can be part of a statewide application. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards). In most recent years, all 5309 funding has been earmarked by Congress through the authorization or appropriation processes. Iowa's Congressional delegation has been successful in capturing a portion of these funds for both individual system earmarks and a statewide bus earmark. The statewide funds are allocated to rollingstock replacement/rehabilitation projects in the Statewide Transportation Improvement Program (STIP) using a ranking process based on the age and accumulated mileage of vehicles being replaced/rehabilitated.

MIDAS RTA has identified \$351,162 in capital items. Match for these funds come from MIDAS. Each year MIDAS sets aside \$.____ per revenue mile to be used to match federal and state funds for capital purchases.

- e. Section 5310 Special Needs Program – This is a federal program for support of transit services serving elderly and disabled persons. These funds are allocated to Iowa on the basis of the number of persons who are elderly or have disabilities within the state compared to other states. By law, the state is the direct recipient of the funding. Public agencies responsible for coordinating human service transportation are eligible, as are private not-for-profit agencies. Because Iowa requires the designated public transit systems to coordinate all publicly-funded passenger transportation services, Iowa distributes these funds to the public transit agencies. The funds may be used for the cost of contracted operations, equipment and passenger or vehicle shelters on an 80% federal, and 20% non-federal basis. Purchase of vehicles equipped for access by persons with disabilities can be funded at 83% federal participation. Facilities other than passenger or vehicle shelters are not eligible.

The Iowa DOT's Office of Public Transit (OPT) is the recipient of the 5310 funds from FTA. Seventy percent of the annual funding is distributed to Iowa's large urban transit systems to support services to qualifying persons living in urbanized areas. These funds are distributed based on the same formula used for the rural systems, but with each transit system developing its own eligible project. The remaining 30% of the funds are administered and distributed in conjunction with Non-urbanized Area Formula Program 5311 funds. To simplify administration, the 5310 funds going to rural systems are only distributed to transit systems that purchase contracted transportation services. All projects using 5310 funding must derive from the Passenger Transportation Development Plan (TPDP) prepared by the respective metropolitan or regional planning agency through their joint public transit/human service transportation planning process. All services supported with 5310 funding must be operated open to the general public. (Complementary ADA paratransit meets this requirement, so long as it matches up with an urban transit system's fixed-route hours and service area.)

It is not anticipated that the RTA will receive these funds.

- f. Section 5311 Non-urbanized Area Formula Program – This federal program supports transit activities in rural areas and communities with less than 50,000 population. These funds are allocated to Iowa based on the number of persons living outside urbanized areas compared to other states. By law, the state is the direct recipient of the funding. Iowa DOT serves as the direct recipient of the funds, through both the Office of Public Transit (OPT) and the Office of Systems Planning. The OPT administers the bulk of the 5311 funding that is provided to small urban and regional transit systems, as well as the 15% of the annual apportionment, that in conformance with federal law, is utilized to support intercity bus services. The Office of Systems Planning administers that portion of the 5311 funds that are combined with the 5304 funding to support rural transit and intermodal planning activities.

The portion of the 5311 funds used for support of public transit services in Iowa is administered in conjunction with the rural portion of the 5310 funding. The 5311 funds may be used to support operating deficits (potentially on a 50% federal, 50% non-federal match), capital purchases (on an 80% federal, 20% non-federal match or 83% federal, 17% non-federal for vehicles meeting ADA and Clean Air standards), or planning activities (on an 80% federal, 20% non-federal match). State policy does not allow local transit administration costs for public transit systems to be treated any differently than operating expenses.

The Iowa DOT formula allocating 5310 and 5311 funds uses the past year's performance statistics. The amount of formula funds to be distributed to small urban systems versus regional systems is determined by comparing the "net public deficit" (unrestricted tax support) for all urban systems to that for all regional systems. The individual allocations to small urban systems are then determined on the basis of 50 percent of the percentage of total small urban ridership accomplished by that system and 50 percent of the percentage of total small urban revenue miles provided by the individual system. Individual allocations for regional systems are based on 40 percent of the system's percentage contribution to total regional transit ridership and 60 percent on the system's percentage contribution to total regional revenue miles.

The formula apportionment funds received by each system must be used to support services open to the public. This would include eligible transit capital or operating expenses as defined by the federal government. The decision of how the formula funds are programmed is a part of the local transportation planning and programming process conducted through the regional planning affiliation. OPT provides a projection of the formula funding that will be available to each system for the coming state fiscal year in early December, in order to facilitate integration of the 5311 programming process with the annual preparation of the Passenger Transportation Development Plan (PTDP) and the regional Transportation Improvement Program (TIP).

The OPT decides which agencies will receive 5310 funds versus 5311 funds, based on how the transit systems will use the monies. At present, most transit systems choose to use their formula funds for support of transit service costs. The 5310 funds are targeted to systems that purchase services from sub-providers, and 5311 funds are targeted first to systems that provide their services directly. To the extent that any system proposes to use its 5310/5311 allocation for purchase of rolling stock to operate within an urbanized area, 5310 funds will be used (and the project will be included in that urbanized area's Transportation Improvement Program (TIP).) If facility improvements are programmed with the formula funds, 5311 funding will be used.

Funding from this program to MIDAS RTA for FY 2011 is calculated to be \$335,249

- g. Section 5311(b)(3) Rural Transit Assistance Program (RTAP) – This federal program provides a source of funding to assist in the design and implementation of training and technical assistance programs and other support services tailored to meet the specific needs of transit operators in non-urbanized areas (less than 50,000 in population). By law, the state is the direct recipient of the funding. In Iowa, the DOT's OPT serves as the recipient of these funds.

Iowa's RTAP funds are mainly used to provide local transit agencies training fellowships. The fellowships pay 50 percent of the cost for Iowa's small urban and regional transit systems and their planners to attend Iowa DOT sponsored seminars, as well as transit-related courses or conferences sponsored by other groups. Transit systems may also be reimbursed for training held in-house. A parallel program funded with state transit assistance (STA) funds pays for costs incurred by large urban systems and their planners.

Funding from this program to the RTA for FY 2011 is estimated to be \$1,500

- h. Section 5311(f) Intercity Bus Assistance Program - A minimum of 15 percent of each year's non-urbanized formula funds allocated to Iowa under the 5311 program is required to be set aside to support intercity bus transportation. Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas. Private-for-profit companies, private non-profit corporations, or public entities may apply for this funding. Eligible bus service must make convenient connections to the existing national intercity bus network. Connections to Amtrak or passenger air service terminals are desirable. Service strictly for commuter purposes is not eligible. Projects may include operating assistance, capital assistance, planning, or administrative costs such as marketing and insurance.

The Iowa Intercity Bus Assistance Program includes funding in four categories of projects:

- Category 1 is support for continuation of existing services. Funding is available for providers of existing intercity bus service that apply and agree to reporting requirements. Category 1 projects pay \$0.10/revenue mile of scheduled route service that is justified based on preventive maintenance costs.
- Category 2 is support for new and expanded intercity bus service or feeders connecting to existing intercity bus services. It is not intended to support duplication of existing services. Projects pay up to \$0.50/mile based on preventive maintenance, insurance and administrative costs, and operating support for a maximum of two years. After two years, the service may receive support under Category 1.
- Category 3 is support for marketing of existing and new services. Preference is for cooperative projects with involvement by communities served. Projects may pay up to 80% of project administration/marketing costs.
- Category 4 supports facility improvements or equipment purchases necessary for the support of existing or new intercity bus services. Projects pay up to 80% of approved project amounts (83% for purchase of accessible vehicles or 90% on accessibility retrofits of existing vehicles) based on actual costs.

The Intercity Bus Assistance Program is included as a statewide total in the Statewide Transportation Improvement Program (STIP). Annual intercity bus assistance applications must be received by OPT by the first business day of October for projects to begin in January. Project selections are finalized by December.

It is not anticipated that the RTA will receive these funds.

- i. Section 5316 Job Access and Reverse Commute Program (JARC) – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals. Services designed for these purposes may be used by the general public for any trip purpose.

Each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of low income individuals in each area, but the law requires that a competitive project selection process must be administered for each of these apportionment areas.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for JARC projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally. For more information contact DART (Des Moines Area Regional Transit), MAPA (Omaha/Council Bluffs MPO) or Bi-State (Quad Cities MPO).

The majority of the grants in Iowa are to transit agencies to extend hours into the evenings and weekends. Other projects established new services to connect employment centers not previously served by transit, or purchased vehicles used for service expansions.

Funding from this program to the RTA for FY 2011 is estimated to be \$11,131. Funds to match this project will come from MIDAS/DART.

- j. Section 5317 New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act. "New" is defined as projects that were not implemented or programmed prior to the signing of SAFETEA-LU (August 10, 2005).

As with the JARC program, each urbanized area over 200,000 population receives a separate annual apportionment of funding, and each state receives both an

apportionment for use in urbanized areas under 200,000 population and a second apportionment for use in non-urbanized areas. The federal apportionments are based on census data concerning the number of persons with disabilities in each area, but the law requires that a competitive project selection process must be administered for each of these apportionments.

All projects must derive from the area's Passenger Transportation Development Plan (PTDP), developed through collaboration of public transit and human service interests. Required match (50% of net cost for operating projects and 80% for capital [83% for ADA vehicles]) can come from any non-DOT federal funds, as well as from state or local government or from private sources.

The OPT accepts applications for New Freedom projects under the small urbanized areas apportionment or the non-urbanized areas apportionment as part of its Consolidated Transit Funding Application due the first business day of May each year. If any funding remains unobligated after those applications are processed, a second round of applications may be solicited.

The competitive application process in the Des Moines, Omaha-Council Bluffs and Quad Cities areas are each administered locally.

Funding from this program to the RTA for FY 2011 is estimated to be \$13,948. Funds to match this project will come from MIDAS/DART.

- k. Iowa Clean Air Attainment Program (ICAAP) –This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

It is not anticipated that the RTA will receive these funds.

- l. Surface Transportation Program (STP) – This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been

successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

It is not anticipated that the RTA will receive these funds.

- m. Over-the-Road Bus Accessibility Program (OTRB) – Grants are provided directly from FTA to operators of over-the-road buses to help finance incremental capital and training costs to implement the final accessibility rule under the Americans with Disabilities Act (ADA). Providers of intercity fixed-route service, commuter service, and charter and tour service may apply directly to FTA for annual grants. FTA announces its solicitation for applications each year through a notice in the Federal Register.

It is not anticipated that the RTA will receive these funds.

3. State Programs

The State of Iowa currently offers six programs providing financial assistance to public transit systems.

- a. State Transit Assistance (STA) – All public transit systems are eligible for funding under the STA program, which began in 1976. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, 50 percent on the basis of locally determined income (LDI), 25 percent on the basis of rides per dollar of expense, and 25 percent on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

Funding from this program to the RTA for FY 2011 is estimated to be \$292,167

- b. STA Special Projects - Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The Coordination Special Projects are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

It is not anticipated that the RTA will receive these funds.

- c. Public Transit Infrastructure Grants – In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

It is not anticipated that the RTA will receive these funds.

- d. Capital Match Revolving Loan Fund (AMOCO Loan) – The capital match revolving loan fund was created by the Iowa Legislature in the early 1980’s with funds from Iowa’s share of the federal government’s petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

It is not anticipated that the RTA will receive these funds.

3. Local Funding

The bulk of transit funding in Iowa comes from local sources, especially on the operating side. How systems generate their local financial support varies, but some of the more common sources are as follows:

- a. Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

\$54,000 estimated

- b. Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

\$126,000 estimated

- c. General Fund Levy – The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don’t have the option of a transit levy, as well as for cities which chose not to use the transit levy.

\$51,000 estimated

The RTA receives operating funding from the federal and state government along with contributions from County and City governments. Most of the funding for capital items comes from federal and state funding. Local match for capital projects comes from MIDAS. MIDAS sets aside \$.04 for every revenue mile for capital purchases.

Expected transit funding for the next five years is listed in the Region V Regional Transportation Improvement Plan. (Attached)

V. RECOMMENDED PROJECTS

The Region V MAPTAG recognizes that the federal and state operating funds provided to DART and MIDAS support the operations of these transit systems and the system would not exist without this funding. The MAPTAG concurs with the operations funding listed in the Region V RTIP.

The MAPTAG also realizes that without buses/vans transit systems cannot operate and as transit buses/vans age and mileage increases the vehicles have to be replaced. The MAPTAG concurs with the listed vehicles replacements listed in the Region V RTIP (attached).

The MAPTAG also recognizes that the planning funds provided to MIDAS provide funding for the MIDAS planning staff to work on transit issues. The MAPTAG concurs with the planning funding listed in the Region V RTIP.

The following projects have been specifically identified by the MAPTAG for inclusion in the RTIP.

- Provide expanded transit hours by continuing and expanding the DART paratransit service on weekends and holidays helps to address the need for expanded service. The continuation of service includes continuing to provide paratransit services on Good Friday, Christmas Eve and New Years Eve from 1:00 PM to 5:00 PM and Saturdays from 7:00 AM to 1:00 PM, also to add service on Saturdays from 1:00 PM to 5:00 PM. Total project funding is approximately \$9,000 annually. This service expands paratransit services over and above ADA requirements. (New Freedom/STA/5311)
- Provide expanded transit service by adding demand response service from Calhoun, Hamilton, Humboldt, and Pocahontas counties to the City of Fort Dodge once per week helps to address the need for expanded services and medical services outside of the area/county in which individuals live. The service would bring persons from outside of Fort Dodge needing to come to Fort Dodge for medical services. Total project funding is approximately \$22,865 annually. This service is a new service to provide transportation to those needing to medical service outside of the area they reside in. (New Freedom/STA/5311)
- Provide expanded transit service by providing transportation for employees to work at a low cost helps make transportation more affordable. Electrolux employees will be able to park their vehicles in the designated parking area in Fort Dodge and ride the transit bus to Electrolux in Webster City. The bus will pick up employees at the end of the first shift and return them to the pickup spot in Fort Dodge. Total project funding is approximately \$23,000 annually. This service provides transportation to employees to get to work. (JARC/STA/5311)
- Provide expanded transit service by providing transportation for employees that have been laid off from Electrolux in Webster City to attend training at Iowa Central Community College in Fort Dodge. Total project funding is approximately \$23,000 annually. This provides transportation to employees who have lost their job so that they can attend classes to develop new skills. (JARC/STA/5311)
- Obtain a security camera system for the MIDAS transit facility. These cameras would assist with deterring vandalism to the building and vehicles parked outside the building. If vandalism does occur it would assist in identify those conducting the vandalism. The cameras would also deter those trying to gain access to the building when the facility is closed. Total project funding is approximately \$11,970. (5309)
- Obtain additional security cameras for the DART transit facility. These cameras would assist with deterring vandalism to the building and vehicles parked outside the building. If vandalism does occur it would assist in identify those conducting the vandalism. The cameras would also deter those trying to gain access to the building when the facility is closed. Total project funding is approximately \$3,591. (5309)
- Obtain backup systems for the DART transit vehicles will help with driver and vehicle safety. These systems will help to reduce accidents when backing up. Total project funding is approximately \$28,770. (5309)
- MIDAS will request funds for constructing a transit office/storage facility in Pocahontas County. Currently MIDAS rents office space and stores buses outside. Such a facility will assist in extending the useful life of vehicles by storing them inside reducing the effects of weather on the buses. Total project funding is approximately \$729,304. (RIFF/5311/5309)

- Need for DART to have at least a 22 passenger bus equipped with CEW seating (child restraint) to use as backup for Head Start Services.
- Head Start in need of a bus facility in Fort Dodge to house buses should Head Start stop using DART for services due to increase in cost caused by inability to use FTA and STA operating funds to offset the price to Head Start.

Recommended Projects – Years 1 to 5

Projects Recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
DART	General Operations	O	\$164,332	2011-2015	STA-F
DART	General Operations	O	\$363,596	2011-2015	5311
DART	Service above ADA(weekend/holiday)	O	\$11,492	2011	5317
DART	One 28' MD Bus	C	\$160,000	2011	5309
DART	One 28' MD Bus	C	\$160,000	2011	5309
DART	One 40' HD Bus	C	\$392,000	2011	5309
DART	One 158' LD Bus	C	\$88,000	2011	5309
DART	Facility Cameras	C	\$3,762	2011	5309
DART	Bus Backup Systems	C	\$30,140	2011	5309
DART	One 176' LD Bus	C	\$89,440	2012	5309
DART	One 176' LD Bus	C	\$89,440	2012	5309
DART	One 176 LD Bus	C	\$89,440	2012	5309
DART	One 32' MD Bus	C	\$171,600	2012	5309
DART	One 176' LD Bus	C	\$93,018	2013	5309
DART	One 176' LD Bus	C	\$93,018	2013	5309
DART	One 28' MD Bus	C	\$173,056	2013	5309
DART	One 32' MD Bus	C	\$178,464	2013	5309
DART	One 32' MD Bus	C	\$185,603	2014	5309
DART	One 32' MD Bus	C	\$185,603	2014	5309
DART	One 176' LD Bus	C	\$96,739	2014	5309
MIDAS	General Operations	O	\$292,167	2011-2015	STA-F
MIDAS	General Operations	O	\$419,061	2011-2015	5311
MIDAS	FTA Planning	P	\$71,570	2011-1015	5304
MIDAS	Service above ADA(medical)	O	\$27,896	2011	5317
MIDAS	Employment Route/School	O	\$12,540	2011	5316
MIDAS	One 176' LD Bus	C	\$86,000	2011	5309
MIDAS	One 176' LD Bus	C	\$86,000	2011	5309
MIDAS	One 28' MD Bus	C	153,000	2011	5309
MIDAS	One 176' LD Bus	C	\$86,000	2011	5309
MIDAS	Facility Cameras	C	\$12,540	2011	5309
MIDAS	One 138' LD Bus	C	\$82,160	2012	5309
MIDAS	One 176' LD Bus	C	\$89,440	2012	5309
MIDAS	One 176' LD Bus	C	\$89,440	2012	5309
MIDAS	One 138' LD Bus	C	\$82,160	2012	5309
MIDAS	One 138' LD Bus	C	\$85,446	2013	5309
MIDAS	One 158' LD Bus	C	\$87,610	2013	5309
MIDAS	One 32' MD Bus	C	\$170,893	2013	5309
MIDAS	One 158' LD Bus	C	\$87.610	2013	5309

Projects Recommended as candidates for human services or other funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
	None				

2011-2014 RTIP

Inclusion of a project in the RTIP does not guarantee Federal-Aid eligibility.
Eligibility will be determined in a case-by-case basis when project authorization is requested from the FHWA or FTA.

Transit Amendment 2

Transit Element		New Fund Type Codes		Type of Expenditure		Type of Project								
FY 2011-2014		5309 5310		O - Operating		Rep - Replacement								
		5303 5311		C - Capital		Exp - Expansion								
		5307 5313		P - Planning		Reh - Rehabilitation								
Fund Type	Recipient	Description of Project	Vehicle ID	Type Exp.	Type Proj	TOTAL ESTIMATED COST				FEDERAL AID				2010 STA
						2011	2012	2013	2014	2011	2012	2013	2014	
REGION 5														
5311/STA	MIDAS	General Operations/Maintenance/Administration		O		419,061	435,624	453,257	471,387	335,249	348,659	362,605	377,110	292,167
5304	MIDAS	FTA Planning		P		71,570	74,433	77,410	80,507	57,256	60,119	63,125	66,281	
5309	MIDAS	One 176" LD Bus (diesel, surveillance)	00-1	C	Rep	86,000				71,380				
5309	MIDAS	One 176" LD Bus (diesel, surveillance)	00-3	C	Rep	86,000				71,380				
5309	MIDAS	One 28" MD Bus (diesel, surveillance)	97-4	C	Rep	153,000				126,930				
5309	MIDAS	One 176" LD Bus (diesel, surveillance)	00-2	C	Rep	86,000				71,380				
5309	MIDAS	One 138" LD Bus to upgrade Minivan (diesel, surveillance)	00-4	C	Rep		82,160				68,193			
5309	MIDAS	One 176" LD Bus (diesel, surveillance)	02-2	C	Rep		89,440				74,235			
5309	MIDAS	One 176" LD Bus (diesel, surveillance)	02-1	C	Rep		89,440				74,235			
5309	MIDAS	One 138" LD Bus to upgrade Minivan (diesel, surveillance)	01-2	C	Rep		82,160				68,193			
5309	MIDAS	One 138" LD Bus to upgrade Minivan (diesel, surveillance)	01-3	C	Rep			85,446				70,921		
5309	MIDAS	One 158" LD Bus to upgrade Minivan (diesel, surveillance)	97-5	C	Rep			87,610				72,716		
5309	MIDAS	One 32" MD Bus (diesel, surveillance)	01-1	C	Rep			170,893				141,941		
5309	MIDAS	One 158" LD Bus to upgrade Minivan (diesel, surveillance)	03-1	C	Rep			87,610				72,716		
New Freedom	MIDAS	Service Above ADA and Expanded - medical routes (1)				27,896				13,948				
5309	MIDAS	Facility Camera New (2)				12,540				10,032				
JARC	MIDAS	Employment Route/Education Route (3)				23,375				11,688				
5309	MIDAS	County Facility (4)					729,304				583,443			
TOTALS														
Fort Dodge														
5311/STA	DART/Fort Dodge	General Operations/Maintenance/Administration		O		363,596	378,140	393,266	408,996	290,877	302,512	314,613	327,197	164,332
5309	DART/Fort Dodge	One 28" MD Bus (diesel, surveillance, fixed route)	FD27	C	Rep	160,000				132,800				
5309	DART/Fort Dodge	One 28" MD Bus (diesel, surveillance, fixed route)	FD33	C	Rep	160,000				132,800				
5309	DART/Fort Dodge	One 40" MD Bus to replace trolley (diesel, surveillance, fixed route)	FD37	C	Rep	392,000				325,360				
5309	DART/Fort Dodge	One 158" LD Bus (diesel, surveillance, fixed route)	FD2	C	Rep	88,000				73,040				
5309	DART/Fort Dodge	One 176" LD Bus (diesel, surveillance, fixed route)	FD47	C	Rep		89,440				74,235			
5309	DART/Fort Dodge	One 176" LD Bus (diesel, surveillance, fixed route)	FD44	C	Rep		89,440				74,235			
5309	DART/Fort Dodge	One 176" LD Bus to upgrade Minivan (diesel, surveillance, fixed route)	FD43	C	Rep		89,440				74,235			
5309	DART/Fort Dodge	One 32" MD Bus (diesel, surveillance, fixed route)	FD54	C	Rep		171,600				142,428			
5309	DART/Fort Dodge	One 176" LD Bus (diesel, surveillance, fixed route)	FD46	C	Rep			93,018				77,205		
5309	DART/Fort Dodge	One 176" LD Bus (diesel, surveillance, fixed route)	FD45	C	Rep			93,018				77,205		
5309	DART/Fort Dodge	One 28" MD Bus (diesel, surveillance, fixed route)	FD38	C	Rep			173,056				143,636		
5309	DART/Fort Dodge	One 32" MD Bus (diesel, surveillance, fixed route)	FD42	C	Rep			178,464				148,129		
5309	DART/Fort Dodge	One 32" MD Bus (diesel, surveillance, fixed route)	FD40	C	Rep				185,603				154,050	
5309	DART/Fort Dodge	One 32" MD Bus (diesel, surveillance, fixed route)	FD41	C	Rep				185,603				154,050	
5309	DART/Fort Dodge	One 176" LD Bus (diesel, surveillance, fixed route)	FD50	C	Rep				96,739				80,293	
New Freedom	DART/Fort Dodge	Service Above ADA and Expanded and medical routes (6)				11,492				5,746				
5309	DART/Fort Dodge	Facility Camera New (6)				3,762				3,010				
5309	DART/Fort Dodge	Backup System for buses new (7)				30,140				24,112				
TOTALS														

Narrative

- 1 - MIDAS is proposing to provide medical routes from the 6 counties to Fort Dodge
- 2 - MIDAS is proposing to purchase 6 security cameras for the RTA building
- 3 - MIDAS proposes offering an employment route from FD to Webster City and back. Should this facility close down this route will be used to shuttle former employees to ICCC for training
- 4 - MIDAS proposes to build a facility in Pocahontas County for office space, bus maintenance and storage.
- 5 - DART is providing expanded paratransit service on Saturdays and Holidays
- 6 - DART is proposing to purchase 3 additional facility cameras for security
- 7 - DART is proposing to purchase backup systems for the buses to reduce accidents